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January 1990

Statement for Management

Golden Spike National Historic Site



e inventory of the park's
any prescriptive decisions
a format for evaluating

12/06/90
Date

1/8/91
Date

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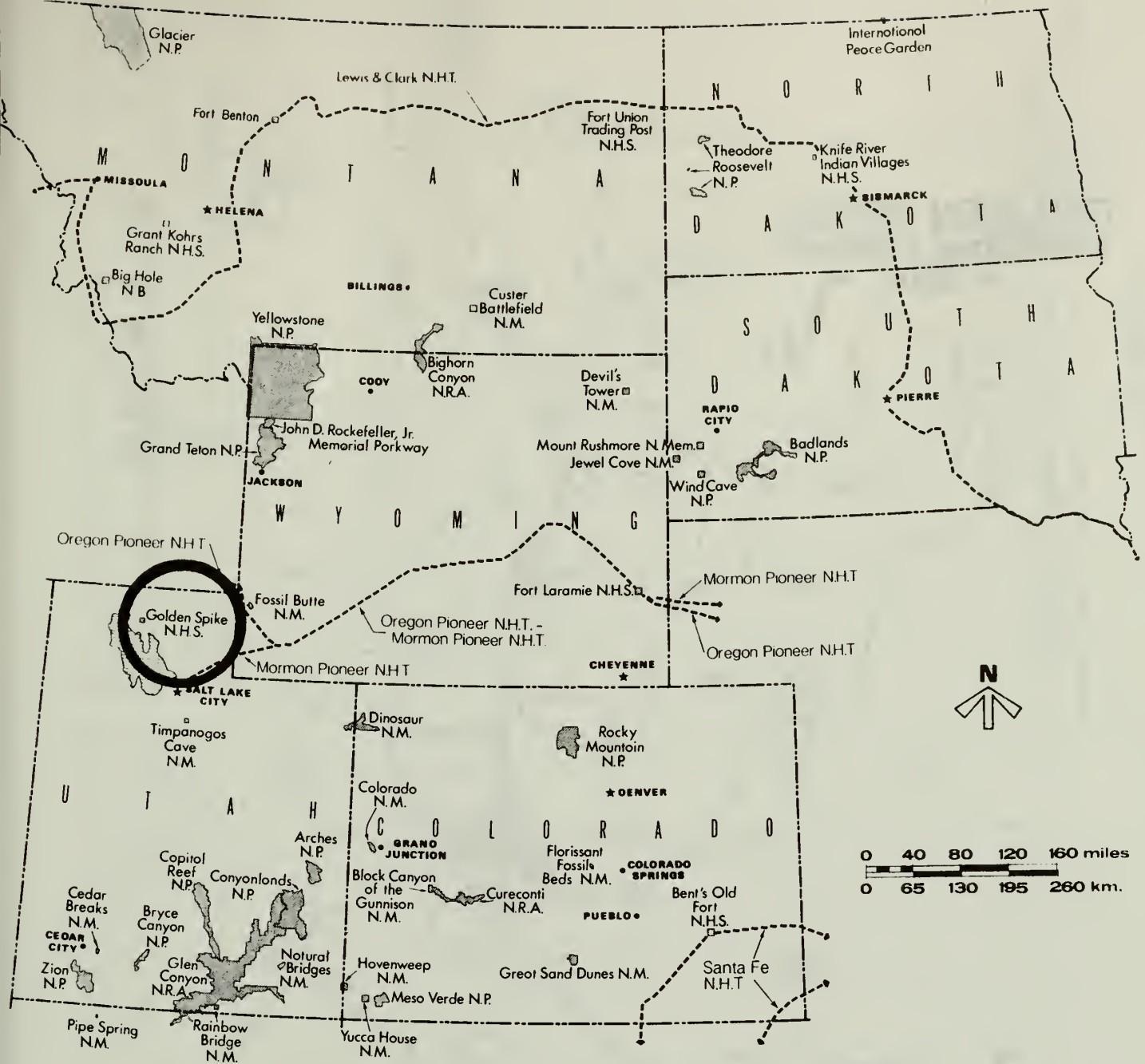
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A faint, light-colored watermark or background image of a classical building with four prominent columns and a triangular pediment occupies the center of the page.

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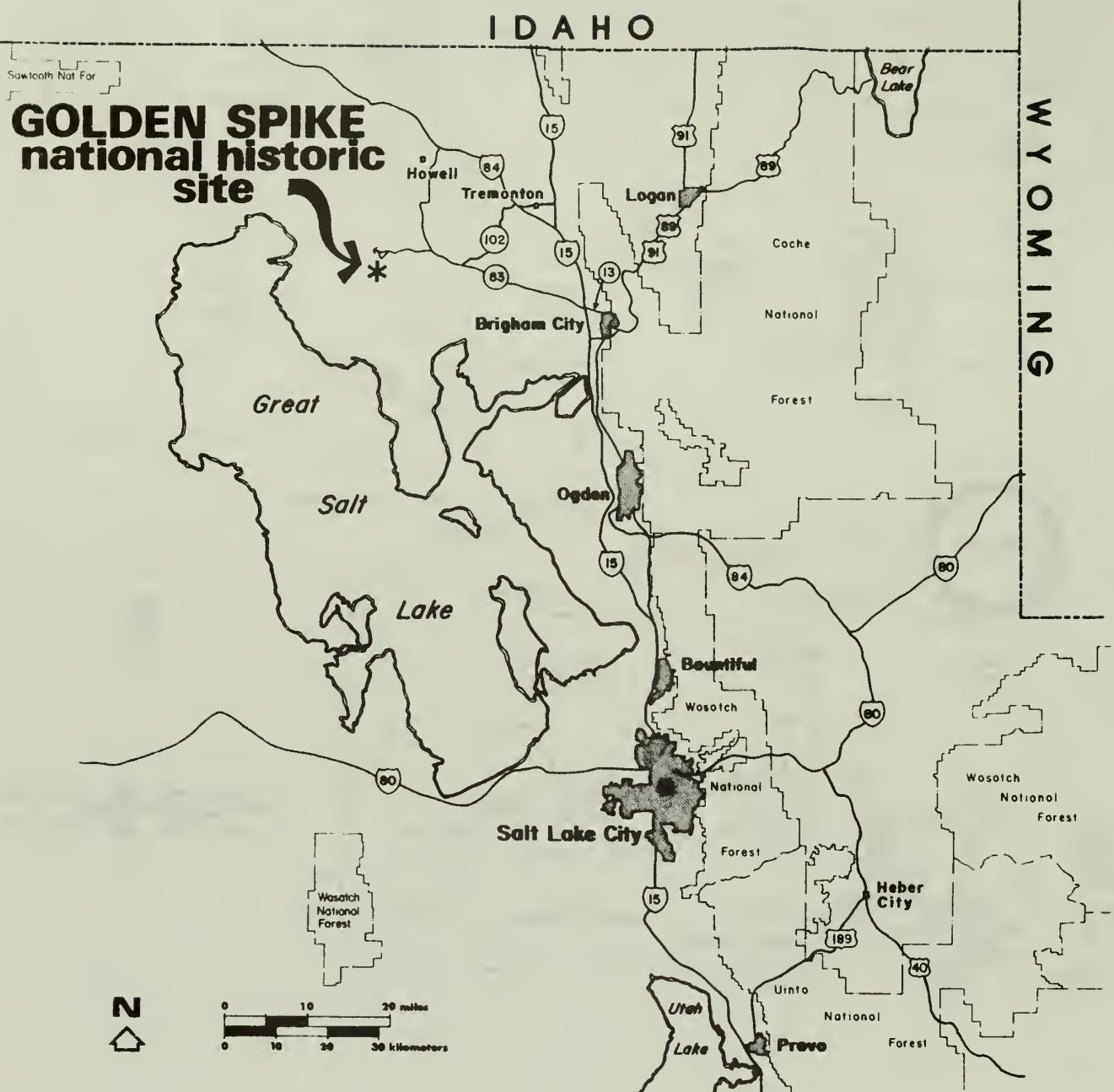


Legend

- Locations of Major Cities
- Locations of State Capitals
- [] State Boundary Lines
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- National Park Service Historical Trails

ROCKY MOUNTAIN REGION

National Park Service
United States Department
of the Interior



Vicinity Map

Golden Spike National Historic Site - Utah

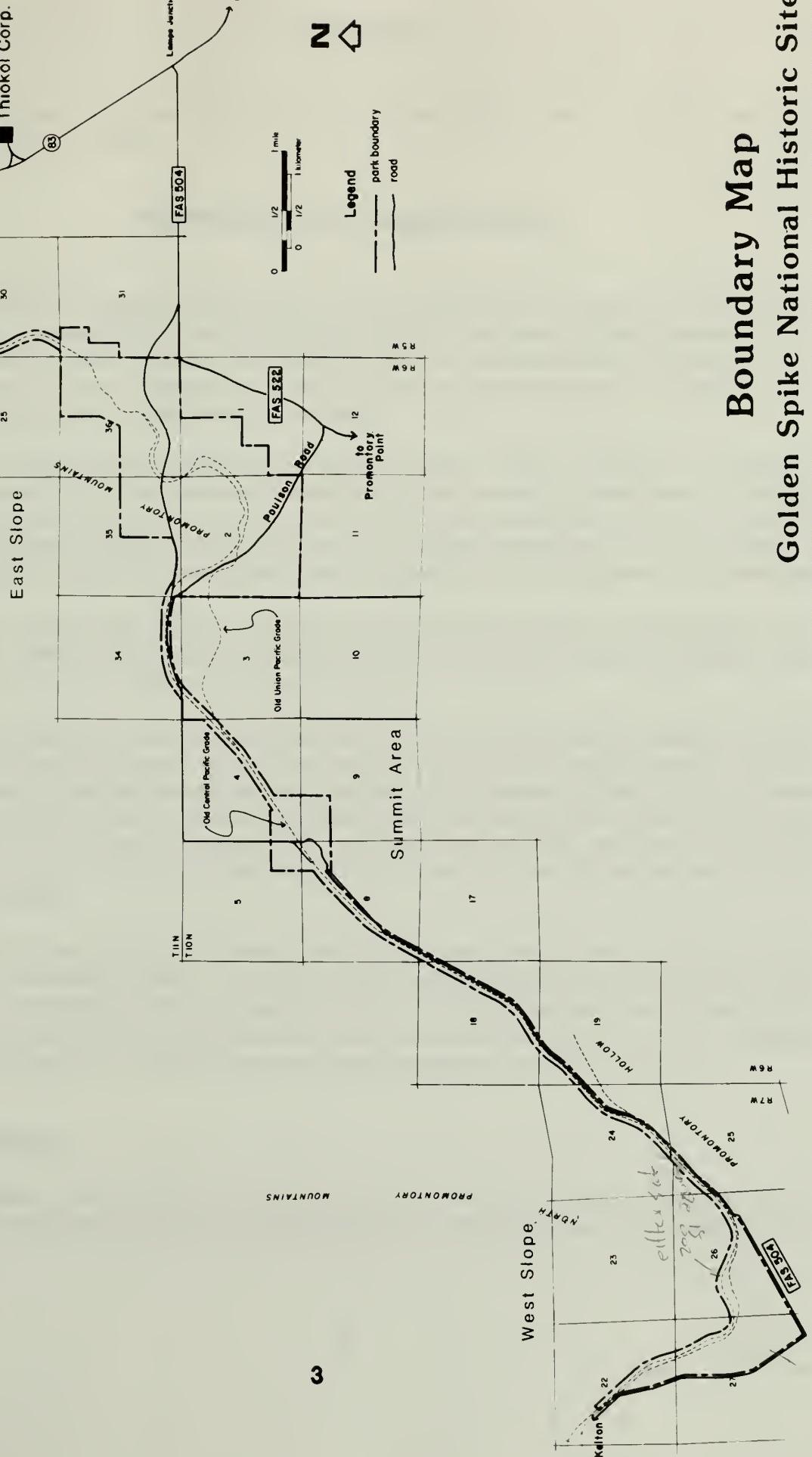
United States Department of the Interior - National Park Service

Boundary Map

Golden Spike National Historic Site

United States Department of the Interior - National Park Service

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LOCATION

The Golden Spike National Historic Site is in Box Elder County, First Congressional District, in northern Utah.

PURPOSE AND SIGNIFICANCE

Public Law 89-102, signed into law July 30, 1965, set aside such lands as necessary "for the purpose of establishing a national historic site commemorating the completion of the first transcontinental railroad across the United States..." and authorizes construction and maintenance of "such facilities for the care and accommodation of visitors as the Secretary of the Interior may deem necessary."

The original "Spike Site" consisted of approximately 7 acres and was designated a National Historic Site in non-federal ownership by the Secretary of the Interior on April 2, 1957. This present site now extends over 15-1/2 miles of original railroad grades and consists of 2,735.28 acres (523.08 acres is in private ownership), much of which is contained within a 400-foot wide right-of-way obtained from the Southern Pacific Railroad.

The national historic site contains hillsides, mountains, and plains at the summit of the Promontory Range in the northern basin of the Great Salt Lake and ancient Lake Bonneville, and is in the Upper Sonoran Life Zone.

The park is divided into three major areas of interest--the east slope, the summit, and the west slope. The summit area, where the symbolic driving of the Golden Spike celebrated the completion of the first transcontinental railroad, is the primary focal point. As the site where the Central Pacific and the Union Pacific united to inaugurate cross-country travel, Promontory Summit best illustrates the historical meaning, as well as the dramatic construction story, of the first transcontinental railroad, for it was here the two lines met on May 10, 1869.

The paramount historical significance of the first transcontinental railroad lies in its effect upon the far western frontier. It made the first serious and permanent breach in the frontier and established the process by which the entire frontier was to be settled. Impressive historic remains that illustrate the construction story of the Pacific Railroad extend in a belt 400- to 1,000-feet wide across the Promontory Mountains.

PARK THEME

Under the National Park System Plan, Golden Spike National Historic Site falls into the theme of "America at Work," with specific emphasis on the Land Transportation subtheme.

INFLUENCES: INVENTORY AND ANALYSIS

LEGISLATIVE AND ADMINISTRATIVE REQUIREMENTS

Memoranda of Understanding

MU 1450-86-001 documents mutual responsibilities between Golden Spike National Historic Site and the Golden Spike Association of Box Elder County. The Golden Spike Association is the group that grew out of Bernice Gibbs Anderson's attempts in the 1950s to promote and establish Golden Spike as a unit of the National Park System. This group is now co-sponsor with the National Park Service in the annual May 10th celebration.

MU 1450-86-001 spells out the mutual responsibilities of the National Park Service (NPS) and the Golden Spike Association in the planning, promotion, and execution of the annual celebration, commemorating the completion of the first transcontinental railroad on May 10, 1869. This document is written for a five year period and is renewable.

MU 1450-8-8002 is an agreement with Contel concerning their underground phone cable to the park visitor center. This is for a period of ten years.

MU 1450-86-002 documents Chevron Oil's prior rights for an underground oil transmission line that crosses the park. The line was in place prior to the creation of the park in 1965.

Special Use Permits

Utah Power and Light Company has two permits -- SP 1450-7-003, which expired November 29, 1987, and SP 1450-8-004, which expired August 8, 1988. The permits are for overhead and underground rights-of-way for power service to the park. Both are being reviewed/renewed.

Other Permits and Constraints

A memorandum of agreement with Box Elder County for cooperative road maintenance within the Promontory Summit area was allowed to expire in 1988. Within this agreement, the National Park Service was responsible for trash cleanup and the county maintained the road surface and shoulders. The NPS was also permitted to place signs along County Road FAS-504 within the boundaries of the park. This expiration is now being reconsidered by both parties, and will be renewable every 5-years, if approved again.

The Southern Pacific Railroad reserved the right to operate upon the right-of-way, consistent with the national historic site use (deed dated December 9, 1969).

There is a cooperative fire agreement and operating plan for control of range fires with the state of Utah for the period of June 1, 1984, through May 31, 1989. The agreement provides for initial response for action within the Golden Spike District consisting of

approximately 111.94 square miles (290 square kilometers). Initial response involves locating the fire and providing limited suppression using county fire equipment. National Park Service staff and equipment are used on fires that threaten park resources. This agreement is in the process of being renegotiated at this time.

American Telephone and Telegraph (AT&T) has a right-of-way permit (No. ROW 1450-86-001) for its transcontinental telephone lines that cross park land in two locations. The permit is written for a 10-year period and is renewable.

Executive Orders 11988 and 11990 control development and planning on possible 100-year flood plains and designated wetland.

Solid wastes are hauled to Brigham City and disposed of in the Box Elder County landfill.

As a national historic site listed on the National Register of Historic Places, Golden Spike is protected by Executive Order 11593 and the 1966 National Historic Preservation Act. All actions that will, in any way, affect the area must receive clearance from the Advisory Council on Historic Preservation.

The National Park Service has proprietary jurisdiction.

Development Ceiling

The establishing legislation authorized expenditure of not more than \$1,168,000 for land acquisition and development. The National Park Service has subsequently received additional authorization to purchase replica locomotives, tenders, appurtenant structures, and, to provide preservation of historic features relating to construction of the transcontinental railroad, through enactment of P.L. 94-578 on October 21, 1976, which increased the development ceiling from \$1,168,000 to \$5,422,000.

The development ceiling was amended again on September 8, 1980, when Public Law 96-344 was enacted. The \$5,422,000 was reduced to \$5,324,000; however, \$348,000 was authorized for acquisition of land. This legislation, amended March 1982, also authorized the expenditure of \$100,000 to study the feasibility of providing passenger rail service from Ogden, Utah, to the site. However, no funding was appropriated for this purpose and support for this proposition has been withdrawn. Therefore, the study will not be undertaken at this time, and a request has been submitted to Congress to obviate this congressional mandate.

RESOURCES

Summary, Cultural

Here, 690 miles east of Sacramento and 1,087 miles west of Omaha, is the place to tell the story commemorating the completion in 1869 of the first transcontinental rail system. "Here is provided the opportunity to illustrate in some detail the social, economic, and political implications of the driving of the last spike on May 10, 1869, as well as the growth

and westward development of the United States. Here we tell how the country was held together by this vital transportation and communication link. A secondary, but important story to be told is that of the construction activities and methods, the highly competitive operation of the Union Pacific and Central Pacific contractors and the friction evolving from this competition." (*Golden Spike National Historic Site, General Management Plan, 1978.*)

Summary, Natural

Golden Spike National Historic Site lies in the northern reaches of the Great Basin Desert, is semiarid, and ranges in elevation from 4,300- to 4,900-feet above sea level. Flora and fauna are typical of the Great Basin Desert. A wild onion, proposed for inclusion on the rare and endangered plant list, has been found within the park boundaries.

Cultural Resources

An in-depth analysis reveals that the park resembles a ribbon of land that can be divided into three major areas of historical interest--the summit, the east slope, and the west slope.

The Summit. The summit area is the primary focal point. Here on May 10, 1869, the final spike (an iron spike in an ordinary tie) was driven to complete the nation's first transcontinental railroad. This is the point where the Central Pacific Railroad from Sacramento, California, and the Union Pacific Railroad from Omaha, Nebraska, joined, making cross-country rail travel a reality. However, only traces of these first railroad grades remain in the summit area; subsequent alterations and development have destroyed much of the original in-place evidence of 1869 Promontory.

By May 1, 1869, anticipating the joining of the rails, the summit tent-village of Promontory was born. It subsequently survived, as a small railroad-support town until 1942. Archeological investigation in the area has yielded many traces of Promontory's occupation and use.

In 1919, the Southern Pacific Railroad erected a monument in the approximate area where the railroads first met. A plaque, added to the monument in 1958, indicates that the area is a National Historic Site. This monument now stands just east of the visitor center.

The East Slope. Spectacular remains reflecting the building and maintenance of the railroad, stretch across the Promontory Range from its eastern base at Blue Creek to the summit. These consist of Union Pacific and Central Pacific parallel grades; parallel rock cuts, including the Union Pacific's "false cut" just west of the Big Trestle/Big Fill area; Union Pacific trestle footings; major Central Pacific earth fills; stone culverts; and two still-standing Central Pacific wooden trestles; (Trestles 1 and 2). The grades, cuts, fills, and trestle footings represent every variety of heavy work undertaken by the railroad workers except tunneling. Drill marks are visible in the rock cuts, and borrow pits remain beside the railroad grades. The basal portions of Central Pacific telegraph poles march up the east slope of the Promontories on the historic Union Pacific grade.

Numerous stone foundations and rock walls, leveled tent platforms, remains of pit houses, dugouts and basements, fireplace chimneys, and hearth areas parallel the railroad grades on the east slope of the mountains. These indicate the locations of railroad construction workers camps, workshop areas (such as blacksmithing), and "Hell-on-Wheels" towns associated with the final days of construction.

The West Slope. From the summit area southwest, the parallel grades follow the gently sloping floor of Promontory Hollow. This segment of the park includes a 3.2 mile portion of the grade on which the Central Pacific laid its renowned "ten miles of track in one day" and those portions of the Union Pacific grade that were never used. When the April 1869 order establishing Promontory Summit as the meeting point came, all Union Pacific work to the west stopped. The incomplete rock cuts, partially built fills, uncovered culverts, and generally unfinished nature of the grade, provide excellent examples of railroad construction processes, such as the stockpiling and reuse of size-graded stone material for grade foundation and the stair-step type of construction undertaken at the long rock cuts. Drill marks, stone culverts, and Central Pacific wooden culverts also occur along the west slope.

Like the eastern slope of the mountains, the western slope contains spectacular evidence of construction worker campsites such as pit house remains, lean-to shelters, rock walls, trash pits, and rock chimneys perched against prominent limestone outcrops.

Natural Resources

The National Historic Site is in the summit area of the major pass over the Promontory Range; it lies between the North Promontory and the Promontory Mountains in the northern part of the Great Salt Lake basin. During glacial times the summit was under the water of ancient Lake Bonneville, and old lake terraces form prominent features visible throughout the entire area. As a result of their Quaternary geologic history, today's surface materials consist of fine-grained lake sediments and alluvial detritus. Subsurface deposits consist primarily of Pennsylvania sandstones, shales and limestones, and Tertiary extrusive materials. Numerous fault lines dating from the latter time run through the Promontory range. Minor earth tremors (2.5 to 4.0 on the Richter Scale) have been reported in the Golden Spike National Historic Site vicinity fairly often since the park was established in 1965.

No springs or travertine deposits occur within the monument although such features are found at Rozel Point, 15 miles to the southwest of Promontory. Also, at Rozel Point is an asphalt seep that was discovered before the first organized oil exploration in the early 1900s.

Today the region is semiarid to arid and is included in the shad scale-kangaroo-rat-sagebrush biome of the northern Great Basin. The major flora found at Golden Spike consists of sagebrush, rabbit brush, Indian rice grass, and a variety of other grasses. A few Utah Junipers and one historic boxelder tree grow on park lands.

The Passey Onion. *Allium passeyi* is a member of the onion family that has been located on a rocky knoll on the east slope of the park. It is known to occur only in Box Elder County and is a candidate species for future study and possible inclusion on the list of rare plants in the United States. There are no plant or animal species resident to park lands that are listed as either rare or endangered.

Wildlife is varied and consists of the larger mammals such as the coyote, mule deer, bobcat, badger, and jack rabbit. There are also smaller mammals, reptiles, insects, and numerous species of birds.

The Bear River Migratory Bird Refuge, operated by the U.S. Fish and Wildlife Service, lies in the fresh water marshes at the north end of the Great Salt Lake, 12 to 15 miles east of the park headquarters. Flooding of the Great Salt Lake in the mid-1980s submerged much of the marshlands managed for ducks, geese, and swans, destroyed access roads and the Fish and Wildlife Service Visitor Center. But recent years of drought (1987 - 1990) have caused the lake to drop about 9 feet, allowing vegetation to begin recovering, and repair to the roads to proceed.

Large numbers of waterfowl are common along the Utah 83 approach road to the park from Brigham City and Interstate Highways 15 and 84. In addition, large numbers of raptors inhabit this same area and are commonly seen by arriving visitors. Accipiters, falcons, buteos, and golden and bald eagles are particularly common during winter months. Because of the proximity to the refuge, many park visitors have great opportunities for bird watching. (The Bird Refuge is one of the tourist attractions promoted by the state of Utah in the Golden Spike Empire advertising.)

Water. Water is not available in stream or spring from within the park. However, the park receives its water from a well (427 feet deep) at the summit area. Water is scarce in this semiarid region, which accounts for the sparse population in the area. The water scarcity has not affected operation of the park at present visitation levels.

Annual precipitation averages 8 to 12 inches, mostly in the form of snow. Temperatures range from daytime highs of 20 degrees in the winter to an occasional 104 degrees in the summer. July and August are the hot months, while the coldest weather is from late December through February. Winter nights are typically below 10 degrees Fahrenheit. Spring and autumn months are generally mild, although they can vary widely from day to day due to jet stream patterns and the fact that the area is desert.

Snow depths vary considerably, but average less than 12 to 14 inches, with occasionally 6 to 8 inches falling per storm. Historical records for Promontory indicate that there was one snowfall of 37 inches sometime in the late 1940s.

Flash floods from occasional severe storms and spring runoff, aggravated by some adjacent agriculture use, cause erosion of historic grades, cuts, fills, and trestles. Deterioration of Trestles Number 1 and 2, erosion of the east slope of the grade below a concrete box culvert west of these trestles, and a threatened loss of Union Pacific grade

1 mile east of the visitor center continue to be serious preservation problems. Continued preservation work by park crews is needed to offset these threats.

These same storms also concentrate lightning strikes on the Promontory Mountains and salt flats near the west end of the park, creating serious rangeland fire potential. Occasional prolonged windy conditions in this semiarid rangeland hasten the weathering of park facilities and equipment.

LAND USES AND TRENDS

Park Acreage

| | |
|-------------------|---------------|
| Federal Ownership | 2,203.20 |
| Private | <u>532.08</u> |
| Total Gross | 2,735.28 |

There are 16 parcels of land in non-federal ownership held by 12 different owners. Of these, 10 are ranchers and farmers and the other 2 are Thiokol Corporation and the Southern Pacific Railroad. In all cases, the land is either under cultivation, is rangeland, or is not used and is returning to sagebrush and grasses.

The park is in Box Elder County, Utah, 25 miles west of Corinne, 32 miles west of Brigham City, and 85 miles northwest of Salt Lake City. Paved two-lane State Highways 13 and 83 from Brigham City lead to the area. The area is remote from food and gasoline services. Interstates 84 and 15 serve Brigham City and other Wasatch Front communities.

Approximately 75 percent of Box Elder County's population was born in Utah, while the nonnatives came primarily from other western states. The state of Utah has traditionally emphasized the importance of education and the state has ranked third in the nation in percent of personal income spent on public education. The major economic base and stimulus of Box Elder County is the manufacturing at the Thiokol Corporation. However, agriculture still is a significant source of income and employment. With regard to farm products sold, Box Elder County ranks second in Utah. The county ranks first in crops and fourth in livestock and poultry products. Box Elder County is the leading producer of peaches in the state.

The major land uses along the Golden Spike National Historic Site right-of-way are agricultural, consisting of cultivated winter wheat and grazed sagebrush-native grass communities. Easements across the right-of-way have been granted for access to the adjacent agriculture lands. Farm practices around the park, where dry farm lands are allowed to lie fallow for one year periods, cause extra problems with dust and dirt at visitor center facilities and can contribute to severe erosion and silting problems along the historic railroad grades. Also, some flooding still occurs in the vicinity of the engine house, thus the reason for acquiring Tracts 02-107 and 108, to allow for mitigating actions.

Box Elder County lies within the Bear River multicounty planning district. Some of the major outdoor park and public use areas near Golden Spike National Historic Site serving this region are Cache and Sawtooth National Forests, Willard Bay State Park, Locomotive Springs and Bear River Migratory Bird Refuge Waterfowl Management Areas, and Powder Mountain and Nordic Valley ski resorts. Visitors to Locomotive Springs and Bear River Waterfowl Management Areas occasionally proceed to Golden Spike National Historic Site.

Golden Spike National Historic Site is a major visitor attraction in northern Utah. Its regional importance as a visitor and commercial attraction is reflected through the region's promotion of "The Golden Spike Empire," one of nine statewide travel regions. The name of Golden Spike is applied to everything from restaurants to motels, from clubs to saddleries. Adjacent tourist attractions also promote the site. In 1980, a visitor information station was opened along the southbound lanes of joint I-15 and 84. The Golden Spike Association of Box Elder County provides an annual commemorative celebration on May 10 of the driving of the last spike. This area promotion affects the site by increasing repeat visits by both local and national visitors.

The Thiokol Corporation plant is 6 air-miles east of the park headquarters. Thiokol Corporation is the largest civilian employer in Utah with a 1988 work force at the 8,000 level. Thiokol Corporation is the manufacturer of NASA's space shuttle rocket booster engines. It will produce the first 20 MX missile rocket engines. Most Thiokol Corporation employees commute to work along U-83 (the same road used by Golden Spike visitors) from the nearby bedroom communities of Tremonton and Brigham City. This twice daily saturation of the road creates serious traffic congestion and hazards to arriving or departing park visitors.

In addition, major rocket engines are occasionally tested in bunkers adjacent to and visible from Utah 83. These tests are well advertised and draw considerable regional interest. One such test in 1984 was witnessed by an estimated 6,000 employees, press, dignitaries, school groups, and the general public. The impact of any further growth at Thiokol Corporation will worsen already crowded highways at times during the day when visitors are entering or leaving the site, though the corporation is now staggering more work shifts to help decrease the highway crowding at just two times a day.

Increasing air pollution from industries, such as one copper and several oil refineries, will undoubtedly continue in the Salt Lake Valley area. As a result, visitors to the east and west ends of the park will see less of the vistas afforded from high points in the park overlooking the north arm of the lake. This pollution adds to winter weather inversion problems for the Salt Lake Valley.

Extraction of petroleum and geothermal energy has also been attempted, and further exploration for oil in the northern reaches of the Great Salt Lake has been attempted, spurred on by successful drilling activities by Amoco Production Company in the 1970s.

Increased seismic activity was very evident in 1979 and 1980. Lightweight shot rigs transported by truck and helicopter were used extensively on both the east and west ends

of the park. Further exploration can be expected as more emphasis is concentrated on these successful overthrust belt areas.

VISITOR USE ANALYSIS

The annual visitation table documents the visitation over the 10 years prior to 1990. Prior to 1981, the only recorded visitation were recreation visits. In 1981, a new system of counting all park visitors was begun in order to more adequately reflect the quantity and significance of nonrecreation use on park roads and resources. The 16 percent decrease from 1983 to 1984 is attributed to the closing of the visitor information center, just south of the exit to Golden Spike National Historic Site, on northbound Interstates 15 and 84, due to budget cuts. This visitor information center has since been reopened, and complements the facility located just north of the turnoff, on the southbound lanes of the interstate.

As the monthly visitation shows, approximately 75 percent of the park use takes place in the 7 months between April 1 and October 31. June, July, and August remain the traditional heavy-use season. An analysis of the visitation shows that roughly one-third of the visitors take advantage of park programs and activities, while 65 percent are classified as nonrecreational users of park roads. The average time spent by the recreational user is 2.5 hours in the summer, while that spent by the nonrecreational user is 0.3 of an hour.

Saturdays and Sundays are slightly preferred as prime visiting days during the peak summer season, indicating weekend use by residents living within one day's drive of the park.

Beginning on April 1, 1987, an entrance fee of \$1.00 per adult up to \$3.00 per vehicle has been charged to visitors who enter the park headquarters/visitor center complex. The fee is collected from May 1 through early to mid-October each year -- a period that, as indicated previously, covers approximately 75 percent of the park's annual visitation.

The primary visitor attraction at Golden Spike National Historic Site is the reconstructed "Last Spike Site" adjacent to the park information center and museum. Today, trackage, the telegraph network, and live steam locomotives help recreate the 1860s. Also, at the summit area is the park's visitor center with parking for 62 cars, restrooms, and an informal picnic area. A two-stall locomotive engine house is located east of the visitor center at the end of the reconstructed Union Pacific turnaround wye. Three site-specific movies, railroad exhibits, sales literature, and uniformed personnel in the visitor center augment the attraction of the Last Spike Site.

In addition to the summit area developments, a five and one-half-mile-long self-guided auto tour and a one-and-one-half mile round trip walking path to the Big Fill provide additional opportunities to tell the story of the transcontinental railroad. Other uses of the park's 15-1/2-mile railroad right-of-way, nonrecreational in nature, consist of established livestock driveways, county roads, utility easements, and access easements for adjacent landowners.

Golden Spike National Historic Site is a day-use area open 8 a.m. to 4:30 p.m. year-round (except for three federal holidays during the winter months) with longer hours during June, July, and August.

ANALYSIS OF PARK USERS AND USE PATTERNS

(Based on 1985 estimates)

Visitation Analysis by Selected Categories of Users

Breakdown by Age

| | |
|----------------------------|-----------------------------------|
| 20 percent children | 0-12 years |
| 15 percent teenagers | 13-17 years |
| 45 percent adults | 18-61 years |
| 20 percent senior citizens | 62+ (age for Golden Age Passport) |

Breakdown by Group Affiliation

| | |
|----------------------------|--------------------------------------|
| 02 percent alone | Nonassociated individuals |
| 10 percent peer groups | People of approximately the same age |
| 07 percent organized tour | People traveling together |
| 33 percent nuclear family | Two parents and their children |
| 24 percent extended family | Nuclear family plus relatives |
| 09 percent multiple family | More than one nuclear family |
| 13 percent partial family | One parent with children |
| 02 percent other | Unknown composition |

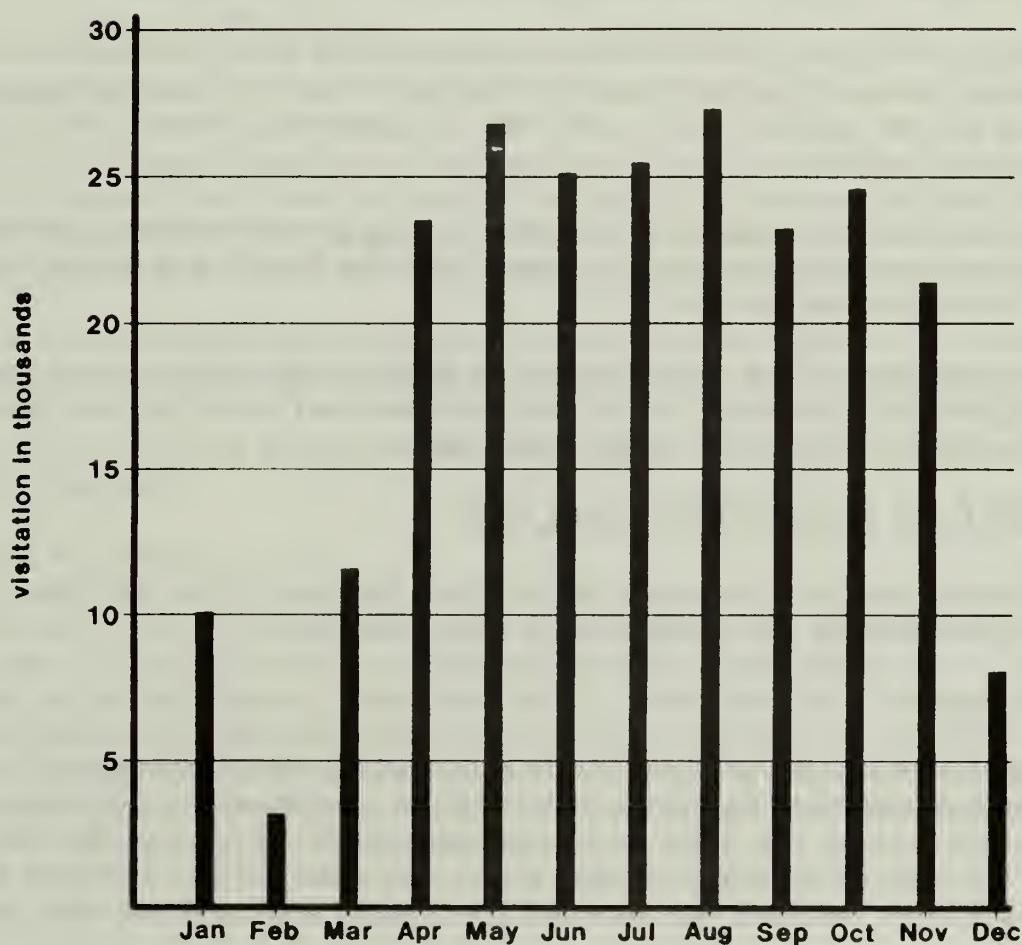
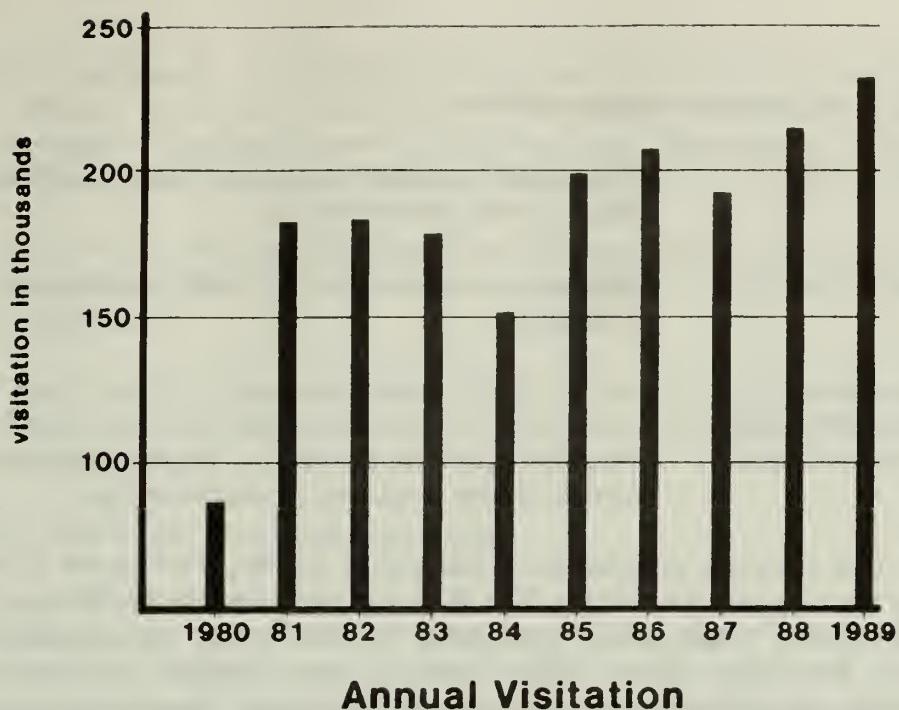
Breakdown by Group Affiliation

| |
|---|
| 03 percent disabled (physical, sensory, mental) |
| 05 percent non-English speaking |
| 07 percent minority |
| 36 percent rail fans |

Visitation Analysis by Origin - Destination Pattern

Breakdown by Point of Origin

| | |
|---------------------------------------|---|
| 50 percent local & regional residents | People that live within a 1-3 hour drive of the park (Brigham City, Ogden, Logan, Salt Lake City) |
| 43 percent national | U.S. residents from outside the local or regional area |
| 7 percent international | Visitors from other countries |



1989 Monthly Visitation
Golden Spike National Historic Site

Breakdowns of Destination/Duration of Stay

| | |
|--|---|
| 43 percent home-based, day use | People who left home, visited the park and intended to return home the same day |
| 57 percent through visitors | Visitors on extended trip, park is one stop on their itineraries |
| 100 percent day use only 0 percent overnight visitors 0 percent extended users | People in park as a main or only destination who will remain in the area two or more nights |

Typical summer use includes orientation at the visitor center, time spent in the exhibit room, watching the 20 minute 16mm film that documents the building of the first transcontinental railroad, or any one of three other 16mm films on various aspects of the railroad and the American West, talking with a park ranger, and witnessing a demonstration of the operating steam locomotives. Increasing the use of the self-guiding railroad grade auto tour is a major thrust. The new, self-guiding auto tour book was completed in early 1988 and has added greatly to the use of the tour.

As an extension of the East Auto Tour there is now an exhibit at the trail head of the Big Fill Trail. There is also a self-guiding booklet for the Big Fill Trail that is currently produced in-house, but will be provided as a sales item by Southwest Parks & Monuments Association by early 1991.

A short distance from the entrance sign is a small parking area at the newly created Big Fill Wayside, an area where visitors may stop to view the Big Fill and the Big Trestle abutments from a small exhibit area.

Incompatible and adverse use is fairly minor, but occasionally persons are contacted regarding illegal hunting (particularly in October and November) and artifact hunting along the rail grade and at the remnants of the worker camps.

FACILITIES AND EQUIPMENT ANALYSIS

Since all of the modern developments at Golden Spike National Historic Site occur in the summit area, park facilities and equipment are easily identified.

Nonhistoric Roads

County Road FAS 504 enters the park from the east and ascends Promontory Summit along the previously identified East Slope area. FAS 504 was paved about the time of the park's dedication during the 1969 centennial celebration. It was paved from its intersection with Utah 83 at Lampo Junction to the park visitor center. However, in the 19 years since then, the road has received little maintenance and will now require

substantial rehabilitation. FAS 504 continues west of the visitor center as a gravel road inside or adjacent to the park boundary all the way to the west limit of the park and beyond. Besides providing access to the west tour, this portion of the road is used primarily by local ranchers and provides access to areas in western Box Elder County.

Another gravel road, the Poulson Road, also crosses park property on the east side. Visitors driving the historic railroad tour use a short portion of it, but primary use is again by local landowners.

Within the park, there are several access roads off the county road to private agricultural land both inside and outside the boundaries. These are insignificant and pose no special management problems.

Nonhistoric Buildings and Improvements

National Park Service developments are all limited to the headquarters area and include the 3,000-square-foot visitor center, temporary office trailer, new (1988) 3-bedroom modular home, new (1990) maintenance building, parking areas, utilities, and the locomotive storage area. Approximately 2 miles of reconstructed railroad track tie the historic railroad grade at the last spike site to the locomotive storage building. In addition, there is one parking area for the Big Fill Trail and one for the Big Fill Wayside plus various utility and pipeline rights-of-way.

Utility Systems

The park is furnished electricity by Utah Power and Light Company and telephone service from Continental Telephone Company of the West. Both provide overhead service up to the park boundary and then go underground to the developed areas. Inadequate phone service continues to plague verbal communications as well as data transmissions.

Golden Spike National Historic Site maintains its own water system from a 427-foot-deep well and two storage tanks. Sewage is disposed of in a septic tank system.

The park maintains a low-power FM radio system for emergency and administrative communications.

Historic Structures

Fifteen and a half miles of the historic railroad grade are protected within the park boundary. In addition, several hundred cultural sites, mostly the remains of construction worker camps and historic culverts and trestles, have been identified on park property. Both resources are collectively recorded on the list of Classified Structures for nomination to the National Register of Historic Places. In addition, there are some early 20th century ranch buildings, a schoolhouse, and a windmill contained on private property within the park boundary adjacent to the engine house.

Replica Locomotives

The two single strongest drawing cards in the park are the replica locomotives that were purchased in 1979. These two full-size operating locomotives were constructed to exact standards at a cost of 1.5 million dollars. They form the core of the park's visitor services/interpretive program and require on-going care and preventive maintenance.

A decision was made to accept two replica railroad passenger cars, upon completion, from O'Connor Engineering Laboratories of Costa Mesa, California (the builders of the two replica locomotives housed at Golden Spike National Historic Site). However, Mr. Chadwell O'Connor's business, which is primarily making large panheads for the television and movie industry, suffered a terrific setback as a result of the writers' strike in late 1988, and, as yet, he has not been able to build the cars. The park remains in contact with Mr. O'Connor and the project will begin as soon as he is able.

Vehicles

A Motor Vehicle Fleet Management Plan (October, 1986) addresses the problem of acquisition of reliable motor vehicles and prioritizes needs for replacement. With time and Regional Office support, vehicle problems are being remedied. The park currently has four vehicles of its own and three GSA rentals.

Other Equipment

The park owns a front-end loader and fork lift. The engine house is well equipped with metal-working tools needed to maintain the locomotives and other major mechanical equipment. Wood-working tools are well represented. These tools and all shop equipment should be well housed by early 1991 in the new maintenance facility, which was built in the spring of 1990, and is being finished inside. This should provide more than adequate space for this equipment.

STATUS OF PLANNING

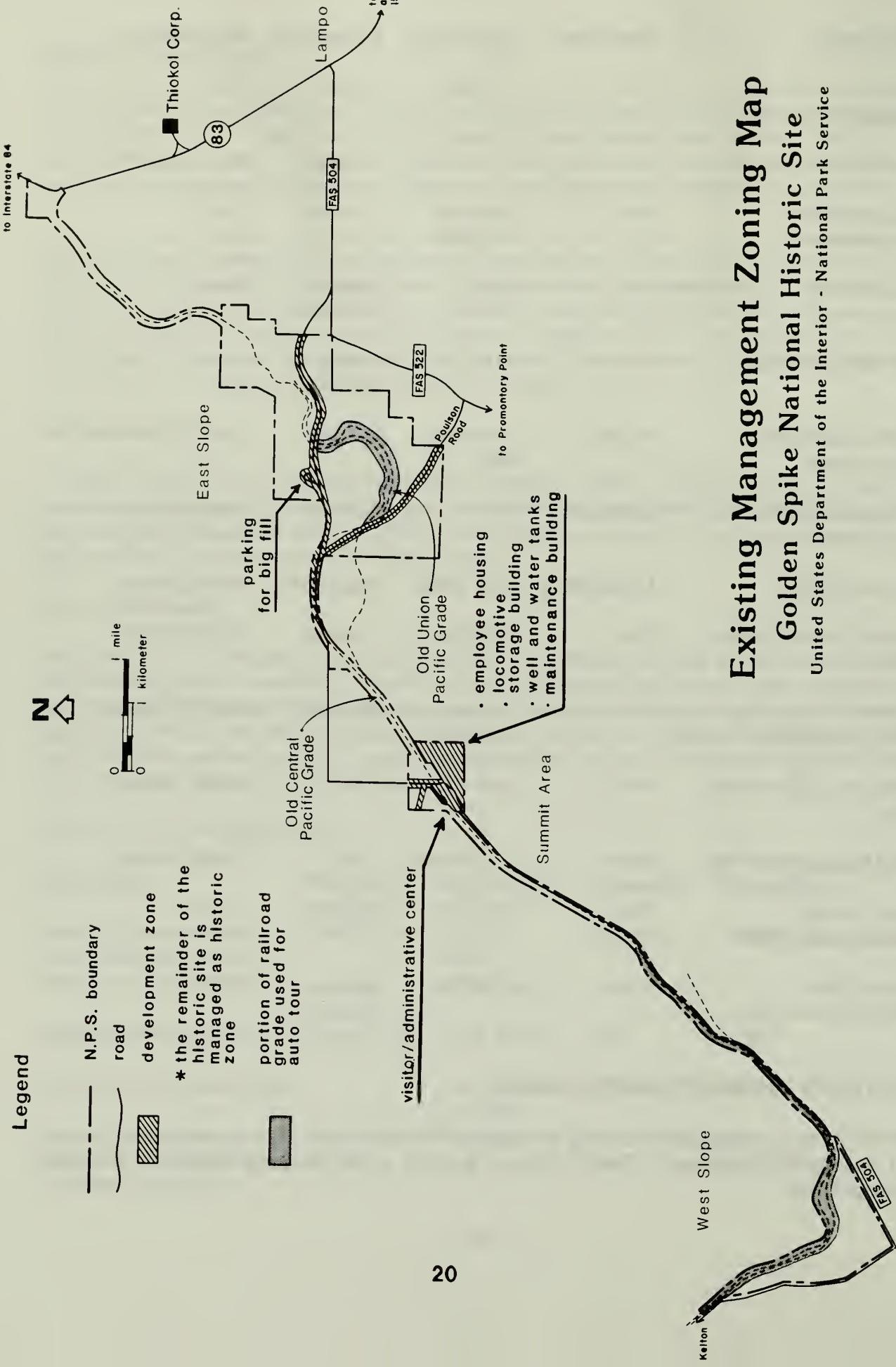
| Plan/Study | Preparer | Approved | Adequacy | Repository |
|---|-----------------|--------------------------|-----------------|-------------------|
| General Management Plan (includes Natural Resource Mgmt Plan) | RMR/Park | 12/78 1987 Addenda | Ongoing | RMRO |
| Interpretive Prospectus | RMR/Park | Due 1990 | Draft | RMRO |
| General Development Plan | | 12/78 part of GMP | Ongoing | RMRO |
| Historic Structures Report WSC "Railroad Structures" | | 6/71 | Current | RMRO/Park |

| Plan/Study | Preparer | Approved | Adequacy | Repository |
|------------------------------------|-----------------|------------------|-----------------|-------------------|
| Cultural Resource Management Plan | Park | 4/5/88 | Current | Park |
| Land Protection Plan | Park | 6/88 | Current | RMRO/Park |
| Statement for Interpretation | Park | Revised Annually | Current | Park |
| Documented Safety Plan | Park | 4/82 | Needs Revision | Park |
| Park Security Plan | Park | 11/79 | Needs Revision | Park |
| EA for Boundary Adjustment | RMRO | Unknown Date | Current | RMRO/Park |
| Soils Investigation (engine house) | Contract | 5/77 | Current | RMRO/Park |
| Erosion Study | USDA/SCS | Due 1989 | Study only | RMRO/Park |
| Housing Management Plan | Park | 7/31/90 | Current | RMRO/Park |
| Outline of Planning Requirements | Park | Revised Annually | Current | RMRO/Park |
| Emergency Operation Plan | Park | Due 1991 | Draft | RMRO/Park |
| Fire Management Plan | Park | 11/27/89 | Draft | RMRO/Park |
| Loss Control Management Plan | Park | 4/17/89 | Current | Park |
| Vehicle Fleet Management Plan | Park | 12/4/86 | Needs Revision | Park |

EXISTING MANAGEMENT ZONING

Golden Spike is managed according to National Park Service historic preservation policies and legislative directives. The 160-acre summit area contains most of the park developments.

Existing Management Zoning Map
Golden Spike National Historic Site
 United States Department of the Interior - National Park Service



Except for enlargements in the park boundary for these modern developments and to protect the remains of construction worker camps both east and west of park headquarters, the park is the 400-foot right-of-way and grade of the historic railroad. This land was deeded to the National Park Service by the Southern Pacific Railroad. By legislative agreement, the Southern Pacific retains perpetual right to reclaim their donated portion of the right-of-way.

Of the park's 15-1/2 miles of railroad right-of-way, approximately half, both east and west grades, are maintained as a self-guiding, one-way traffic, auto tour. In spite of this adaptive use, the entire grade is managed as a historic zone and is not considered to be a developed area subzone.

MAJOR ISSUES

ADJACENT LAND/EXTERNAL THREATS

- The proposed Thousand Springs Power Plant project, in the northeast corner of Nevada, could seriously impact air quality in this area, as well as along the entire Wasatch Front. Because of this, the project received considerable negative response, and has been put on "hold." Most of the original project backers have withdrawn their support. The project deserves continued concern as it could easily become viable again, should the demand for more electrical power in Southern California continue to increase.
- Nearby farmers have expressed interest in discontinuing wheat growing and want to put cattle back on their land. As this is done, the park will have to make sure that the appropriate fence lines are up to standard to preclude any cattle trespass, particularly along county road FAS-504.

CULTURAL/NATURAL RESOURCE MANAGEMENT

- The railroad grade in the summit area is at the bottom of a physiographic "bowl." As a result, running water from summer flash floods and melting snow from surrounding wheat fields drain across the grade in several strategic locations. This erosion and soil deposition threatens loss of the historic grade in those locations.
- Farming actions such as fall plowing and lack of contour plowing on adjacent private lands are also having adverse impacts on the erosion problem. Cooperative efforts with these landowners are continuing to minimize this negative influence.
- There is a lack of information documenting the history of the town of Promontory.

- Hunting of wildlife and artifact collecting are popular activities on Bureau of Land Management and other range lands in Utah. These activities and vandalism to signs remain minor problems at Golden Spike National Historic Site.
- Heavy emphasis on cultural resources has created a void in information and background material on the park's natural resources. Because of their numbers, migratory birds and raptors--including bald eagles--deserve special consideration.

VISITOR ACCESS AND ORIENTATION

- County Road FAS 504 is the access road to Golden Spike National Historic Site for 99 percent of arriving visitors. The first 2 miles, from Lampo Junction towards the park, was completely reconstructed in the summer of 1989. The last 6 miles, while paved, is narrow and its surface, base, and shoulders have not been properly maintained over the last several years.
- Restroom facilities for those confined to wheel chairs are inadequate and should be addressed.

VISITOR SERVICES AND FACILITIES

- The present auto tour is being used quite heavily due to the publication of an Auto Tour Guide. As a result, more visitors are now getting exposure to some of the more significant resources telling the park story.
- Visitors tend to be overwhelmed by the beauty and uniqueness of the 1979 replica "Jupiter" and the "No. 119" locomotives. Continual efforts are needed to assist visitors to go beyond the locomotives to learn the significance of the story they represent.
- There is a large, unmet demand for shaded picnic facilities. No formal facility exists and people crowd around the limited shade afforded by the visitor center and the few juniper trees. Several picnic shelters are planned for 1991 on the east end of the visitor center and in the veranda area surrounded by the visitor center and museum. The Utah National Guard is considering assisting the park with this project.
- There are no overnight camping facilities at or near the park. As a result, Golden Spike National Historic Site is not viewed as a "destination park," which limits visitor use and length of stay. The feasibility of overnight facilities has been considered and decided against at the regional level. The park will continue to allow overnight camping in the visitor center parking lot by self-contained units only.
- The park's *Interpretive Prospectus* is outdated. The new draft is being reviewed and rewritten in the Rocky Mountain Regional Office.

- Golden Spike National Historic Site is not a well-known unit of the National Park System. Media efforts are needed to enhance its image as a nationally significant attraction.

OPERATIONS

- Administrative and maintenance functions will achieve adequate, permanent facilities by early 1991. A new maintenance facility has been completed, except for the interior, and once maintenance has moved to this building, the old maintenance area will be remodeled to house the administrative offices. This will also allow disposal of the old "temporary" administrative office trailer.
- A second residence at the park site is needed in order to provide year-round, 24-hour protection of park facilities and visitors.
- The antiquated and obsolete rural phone system that served Golden Spike National Historic Site was replaced in 1988. This service ends just inside the visitor center. When the new administrative offices are completed, a new phone system will be tied into this system to serve all offices throughout the park, including the ranger residence.
- Golden Spike National Historic Site has an operating steam railroad. No comprehensive maintenance plan for track or locomotives exists, however one is needed to properly plan and insure long-term use.
- Full scale protection of park resources is predicated on the eventual acquisition of inholdings. Acquisition of properties identified in the park's land protection plan should proceed in priority order when or if funds become available.

MANAGEMENT OBJECTIVES

RESOURCE MANAGEMENT

- Support preservation and historic integrity of the Golden Spike National Historic Site through identification, evaluation, and interpretation of historic artifacts and other resources and the historic scene.
- Manage the park's scene and resources as closely as practical, in keeping with their character and appearances from 1869 to 1904.
- Confront the soil erosion and deposition problems that threaten the historic integrity of the railroad grade, to insure long-term preservation.

- Protect park resources and insure the safety of park visitors through enforcement of applicable laws and through a well-designed loss control program.

INTERPRETATION AND VISITOR SERVICES

- Provide visitors with a variety of opportunities to understand and appreciate the railroad construction race to Promontory and the effects of its completion on the development of the West and on the social, political, and economic history of the nation.
- Use the 1979 replica locomotives as "grabbers" to capture visitor attention, but then channel visitor interest to the bigger story that the "Jupiter" and the "No. 119" represent. Continue efforts to obtain period passenger cars through Mr. Chadwell O'Connor and O'Connor Engineering.
- A plan should be prepared, through a cooperative effort of all divisions, on the use, storage, and protection of the replica "period" passenger cars, once they arrive at Golden Spike National Historic Site.
- A plan should be prepared, as above, on the construction of an additional 2 miles of railroad track to the west of the visitor center to allow the locomotives to be "exercised." This would also provide additional photo and interpretive opportunities for visitors.
- Provide opportunities for all visitors to enjoy and use park facilities commensurate with their physical abilities in a safe manner that does not adversely impact park values.
- Through cooperative efforts of state and county officials, provide improved, safe, and well-signed access to Golden Spike on roadways maintained to standard.

GENERAL PARK MANAGEMENT AND OPERATIONS

- Through personal and media contacts, increase the knowledge of, and support for, park programs and goals not only in surrounding communities, but nationally.
- Promote the sphere of National Park Service influence in northern Utah and support interest in the preservation of our nation's heritage.
- Cooperate with county and state authorities in the prevention and control of wildfire on park and adjacent lands.

- Provide and maintain only those facilities and utilities necessary for visitor use and park management at acceptable standards for health and safety. Conventional on-site concession facilities are deemed unnecessary at this time.
- Operate the park in order to maximize management efficiency while insuring adherence to basic mission mandates.

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12. Golden Spike

An Act to authorize the Secretary of the Interior to acquire lands for, and to develop, operate, and maintain, the Golden Spike National Historic Site. (79 Stat. 426)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior shall acquire on behalf of the United States by gift, purchase, condemnation, or otherwise, such lands and interest in land, together with any improvements thereon, as the Secretary may deem necessary for the purpose of establishing a national historic site commemorating the completion of the first transcontinental railroad across the United States on the site described on a map entitled "Proposed Golden Spike National Historic Site, Utah", prepared by the National Park Service, Southwest Region, dated February 1963. In exercising his authority to acquire property by exchange, the Secretary may accept title to any non-Federal property within the area depicted on such drawing, and in exchange therefor he may convey to the grantor of such property any federally owned property in the State of Utah under his jurisdiction which he classifies as suitable for exchange or other disposal. The properties so exchanged shall be of approximately equal value, but the Secretary may accept cash from, or pay cash to, the grantor in order to equalize the values of the properties exchanged.

SEC. 2. (a) The property acquired under the provisions of the first section of this Act shall be designated as the "Golden Spike National Historic Site" and shall be set aside as a public national memorial. The National Park Service, under the direction of the Secretary of the Interior, shall administer, protect, and develop such historic site, subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916 (39 Stat. 525), as amended and supplemented, and the Act entitled "An Act to provide for the preservation of historic American sites, buildings, objects, and antiquities of national significance, and for other purposes", approved August 21, 1935 (49 Stat. 666), as amended.

(b) In order to provide for the proper development and maintenance of such national historic site, the Secretary of the Interior is authorized to construct and maintain therein such markers, buildings, and other improvements, and such facilities for the care and accommodation of visitors, as he may deem necessary.

SEC. 3. There are hereby authorized to be appropriated such sums, but not more than \$1,168,000, as may be necessary for the acquisition of land and interests in land and for the development of the Golden Spike National Historic Site pursuant to this Act.

Approved July 30, 1965.

Legislative History

House Report No. 569 accompanying H.R. 6260 (Committee on Interior and Insular Affairs).

Senate Report No. 329 (Committee on Interior and Insular Affairs).

Congressional Record, Vol. 111 (1965):

June 18: Considered and passed Senate.

July 12: Considered and passed House, amended, in lieu of H.R. 6260.

July 27: Senate concurred in House amendment.

**Public Law 94-578
94th Congress**

An Act

Oct. 21, 1976
[H.R. 13713]

To provide for increases in appropriation ceilings and boundary changes in certain units of the National Park System, and for other purposes.

National Park System.
Appropriation ceilings increase; boundary changes.

16 USC 272f.

16 USC 459f-10.

16 USC 460m-14.

16 USC 273f.

16 USC 459e-9.

16 USC 459h-10.

16 USC 461 note.

16 USC 111e.

16 USC 90d-5.

16 USC 461 note.

16 USC 271g.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—ACQUISITION CEILING INCREASES

SEC. 101. The limitations on appropriations for the acquisition of lands and interests therein within units of the National Park System contained in the following Acts are amended as follows:

(1) Arches National Park, Utah: section 7 of the Act of November 12, 1971 (85 Stat. 422), is amended by changing "\$125,000" to "\$275,000";

(2) Assateague Island National Seashore, Maryland and Virginia: section 11 of the Act of September 21, 1965 (79 Stat. 824), as amended (16 U.S.C. 459f), is further amended by changing "\$21,050,000" to "\$22,400,000";

(3) Buffalo National River, Arkansas: section 7 of the Act of March 1, 1972 (86 Stat. 44), is amended by changing "\$16,115,000" to "\$30,071,500";

(4) Capitol Reef National Park, Utah: section 7 of the Act of December 18, 1971 (85 Stat. 739), is amended by changing "\$423,000" to "\$2,173,000";

(5) Fire Island National Seashore, New York: section 10 of the Act of September 11, 1964 (78 Stat. 928), is amended by changing "\$16,000,000" to "\$18,000,000";

(6) Gulf Islands National Seashore, Florida and Mississippi: section 11 of the Act of January 8, 1971 (84 Stat. 1967), is amended by changing "\$3,462,000" to "\$22,162,000";

(7) Lincoln Home National Historic Site, Illinois: section 8 of the Act of August 18, 1971 (85 Stat. 347), is amended by changing "\$2,003,000" to "\$3,059,000";

(8) Mesa Verde National Park, Colorado: section 8 of the Act of December 23, 1963 (77 Stat. 473), is amended by changing "\$125,000" to "\$193,233";

(9) North Cascades National Park and Lake Chelan National Recreation Area, Washington: section 506 of the Act of October 2, 1968 (82 Stat. 926), is amended by changing "\$3,500,000" to "\$4,500,000";

(10) Saint-Gaudens National Historic Site, New Hampshire: section 6 of the Act of August 31, 1964 (78 Stat. 749), is amended by adding a new sentence as follows: "For the acquisition of lands or interest therein, there is authorized to be appropriated not to exceed \$80,000.";

(11) Scotts Bluff National Monument, Nebraska: section 8 of the Act of June 30, 1961 (75 Stat. 148), is amended by changing "\$15,000" to "\$145,000";

(12) Canyonlands National Park, Utah: section 8 of the Act of September 12, 1964 (78 Stat. 934) as amended (85 Stat. 421) is further amended by changing "\$16,000" to "\$104,500"; and

(13) Padre Island National Seashore, Texas: section 8 of the Act of September 28, 1962 (76 Stat. 650) is amended by changing “\$5,000,000” to “\$5,350,000”. 16 USC 459d-7.

TITLE II—DEVELOPMENT CEILING INCREASES

SEC. 201. The limitations on appropriations for development of units of the National Park System contained in the following Acts are amended as follows:

- (1) Andrew Johnson National Historic Site, Tennessee: section 3 of the Act of December 11, 1963 (77 Stat. 850), is amended by changing “\$66,000” to “\$266,000”; 16 USC 461 note.
- (2) Arkansas Post National Memorial, Arkansas: section 8 of the Act of July 6, 1960 (74 Stat. 834), as amended (80 Stat. 839), is further amended by changing “\$550,000” to “\$2,750,000”; 16 USC 431 note.
- (3) Chamizal National Memorial, Texas: section 5 of the Act of June 30, 1966 (80 Stat. 232), is amended by changing “\$2,060,000” to “\$5,063,000”; 16 USC 431 note.
- (4) Fort Laramie National Historic Site, Kansas: section 8 of the Act of August 31, 1964 (78 Stat. 748), is amended by changing “\$1,273,000” to “\$4,273,000”; 16 USC 461 note.
- (5) Golden Spike National Historic Site, Utah: section 8 of the Act of July 30, 1965 (79 Stat. 426), is amended by changing “\$1,168,000” to “\$5,422,000”; 16 USC 461 note.
- (6) Jefferson National Expansion Memorial National Historic Site, Missouri: section 4 of the Act of May 17, 1954 (68 Stat. 98), as amended (16 U.S.C. 450jj), is further amended by changing “\$23,250,000” to “\$32,750,000”; 16 USC 450jj note.
- (7) Saint Gaudens National Historic Site, New Hampshire: section 6 of the Act of August 81, 1964 (78 Stat. 749), is amended by changing “\$210,000” to “\$2,677,000”; 16 USC 461 note.
- (8) Vicksburg National Military Park, Mississippi: section 8 of the Act of June 4, 1963 (77 Stat. 55), is amended by changing “\$2,050,000” to “\$3,850,000”; 16 USC 430b-5.
- (9) Channel Islands National Monument, California: paragraph (1) of section 201 of the Act of October 26, 1974 (88 Stat. 1445, 1446), is amended by changing “\$2,936,000” to “\$5,452,000”; and
- (10) Nez Perce National Historical Park, Idaho: section 7 of the Act of May 15, 1965 (79 Stat. 110) is amended by changing “\$1,837,000” to “\$4,100,000”. 16 USC 281f.

TITLE III—MISCELLANEOUS PROVISIONS

SEC. 301. The Act of September 21, 1965 (79 Stat. 824), as amended (16 U.S.C. 459f), providing for the establishment of the Assateague Island National Seashore in the States of Maryland and Virginia, is further amended by repealing sections 7 and 9 in their entirety, and by adding the following new section 12:

“Sec. 12. (a) Within two years of the date of enactment of this section, the Secretary shall develop and transmit to the Committees on Interior and Insular Affairs of the Senate and the House of Representatives a comprehensive plan for the protection, management, and use of the seashore, to include but not be limited to the following considerations:

- “(1) measures for the full protection and management of the natural resources and natural ecosystems of the seashore;

Repeal.
16 USC 459f-6.
459f-8.

Comprehensive
plan, transmittal
to congressional
committees.
16 USC 459f-11.

Public Law 96-344
96th Congress

An Act

To improve the administration of the Historic Sites, Buildings and Antiquities Act of 1935 (49 Stat. 666).

Sep. 8, 1980
[S 2680]

* * * * *

SEC. 7. (a) Section 1 of the Act entitled "An Act to authorize the Secretary of the Interior to acquire lands for, and to develop, operate, and maintain, the Golden Spike National Historic Site", approved July 30, 1965 (79 Stat. 426) is amended by striking out "Proposed Golden Spike National Historic Site, Utah, prepared by the National Park Service, Southwest Region, dated February 1963" and inserting in lieu thereof "Boundary Map, Golden Spike National Historic Site, Utah, numbered 431-80,026, and dated December 6, 1978".

(b) Section 8 of such Act is amended by striking out "\$5,422,000, as may be necessary for the acquisition of land and interests in land and for the development" and inserting in lieu thereof "\$348,000 for the acquisition of land and interests in land and \$5,824,000 for development".

(c) Within two years from the effective date of this section, the Secretary shall complete and submit, in writing, to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate, a report on the feasibility of providing passenger rail service from the city of Ogden, Utah, to the Golden Spike National Historic Site. Said report shall include an assessment of existing rail facilities and rolling stock, additional development as might be required, as well as alternatives with respective costs for the operation of passenger rail service. There is hereby authorized to be appropriated not to exceed \$100,000 to carry out the provisions of this subsection.

* * * * *

94 STAT. 1184

Golden Spike
National
Historic Site.
16 USC 461 note.

79 Stat. 426.

Report to
congressional
committees.

94 STAT. 1185

Appropriation
authorization.

LEGISLATIVE HISTORY:

SENATE REPORT No. 96-754 (Comm. on Energy and Natural Resources).
CONGRESSIONAL RECORD, Vol. 126 (1980):

May 22, considered and passed Senate.
July 31, considered and passed House, amended.
Aug 18, Senate concurred in House amendments.



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(d) Within three biennium fiscal years from the effective date of this Act, the Secretary shall submit to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate, a comprehensive general management plan for the historic site, pursuant to the provisions of section 12(b) of the Act of August 1, 1970 (84 Stat. 825; 16 U.S.C. 1 et seq.).

18 USC 460ab-1.

(1) In subsection 2(a), at the end thereof, add the following: "For the purposes of this Act, the southern end of the town of Marshall shall be considered to be the Marshall Bott Works. The following additional lands are also hereby included within the boundaries of the recreation area: Marion County, Assessor's parcel numbered 119-010-05, 119-010-04, 119-010-18, 166-202-03, 166-010-06, 166-010-07, 166-010-24, 166-010-25, 119-240-19, 166-010-10, 166-010-22, 119-240-03, 119-240-51, 119-240-52, 119-240-54, 166-010-12, 166-010-13, and 119-231-10."

(2) In subsection 5(b), change "three" to "five" and add at the end thereof: "Provided, That the terms of those members who have been either appointed or reappointed subsequent to January 1, 1973, shall be extended so as to expire not before June 30, 1973.

[§ 19] In subsection (g), change "ten [in "Twenty"
§ 8c. G. The Boston National Historical Park Act of 1974 (88 Stat.
84) is amended by inserting the following after the first sentence of
subsection 2(d): "As used in this section, the Charlestown Navy Yard
shall also include the properties known as the RopeWalk and Ter-
race House and the Chain Forge and Round House, designated on auc-

Sec. 6. Subsection (b) of the Act entitled "An Act to designate certain lands within units of the National Park System as wilderness; to provide for the boundaries of certain of them units; and for other purposes," approved October 20, 1950 (10 Stat. 2612, 2616), is amended by striking the proviso to the first sentence in paragraph (2) to read as follows: "Provided, however, That, except for not more than approximately three and thirty-five one-hundredths acres designated herein as wilderness and approximately eleven and thirteen one-hundredths acres designated herein as potential wilderness additions, which may be excluded pursuant to an exchange consummated in accordance with paragraph (3) of this subsection, lands designated as wilderness pursuant to this Act may not be excluded from the monument." Sec. 7. (a) Section 1 of the Act entitled "An Act to authorize the Secretary of the Interior to acquire lands for and to develop, operate and maintain, the Golden Spike National Historic Site," approved July 30, 1955 (79 Stat. 426), is amended by striking out "Proposed Golden Spike National Historic Site, Utah, prepared by the National Park Service, Southwest Region, dated February 7, 1953; and inserting title numbered "Golden Spike National Historic Site, Utah, numbered "43-150-226, and dated December 6, 1953."

(c) Within two years from the effective date of this section, the Secretary shall complete and submit, in writing, to the Committee on Land and Intergovernmental Development, a report entitled "An Analysis of the Impact of Section 8 of the Statewide Land Use Planning Act upon the Statewide Land Use Plan." The report shall include recommendations concerning the revision of the Statewide Land Use Plan to reflect the changes made by this section.

International
Journal

BIBLICAL LAW—SEPT. 8, 1980 94 STAT. 1

Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate, a report on the feasibility of providing passenger rail service from the city of Ogden, Utah, to the Golden Spike National Historic Site. Said report shall include an assessment of existing rail facilities and rolling stock, additional development as might be required, as well as alternatives with respective costs for the operation of passenger rail service. There is hereby authorized to be appropriated not to exceed \$100,000 to carry out the provisions of this

appropriated not to exceed \$100,000 to carry out the provisions of this
subdivision.

Sec. 8. Section 8 of the Act entitled "An Act to improve the
administration of the national park system by the Secretary of the
Interior, and to clarify the authorities applicable to the system and
for other purposes," approved August 18, 1930 (184 Stat. 825; 16 U.S.C.
1a-1 et seq.), is amended as follows—

(1) at the end of the second sentence, insert the following new sentence: "Each such report shall indicate and elaborate on the theme(s) which the area represents as indicated in the National Park System Plan"; and

(2) at the end of the fifth sentence, insert the following new sentence: "Accompanying the annual listing of areas shall be a synopsis, for each report previously submitted, of the current and anticipated status of the ownership and/or management of the area."

changed condition of the resources in terms of live trees and other relevant factors, compiled as a result of continual periodic monitoring and embracing the period since the previous such submission or initial report submission one year earlier." Sec. 9. "The Land and Water Conservation Fund Act of 1965 (76 Stat. 987; 16 U.S.C. §6101) is amended—
"(c) in subsection (a)(2), by deleting the second sentence of para-

Lifetime admission permit

single visit."
(2) by adding at the end of section 4(e) the following new paragraph:

"(5) The Secretary of the Interior and the Secretary of Agriculture shall establish procedures providing for the issuance of a lifetime admission permit to any citizen or person domiciled in the United States, if such citizen or person applies for such permit, and is blind or permanently disabled. Such procedures shall assure that such

(3) by amending the last sentence of section 4(b) to read as follows: "Any Golden Age Passport permittee, or permittee

NPS D-1c

